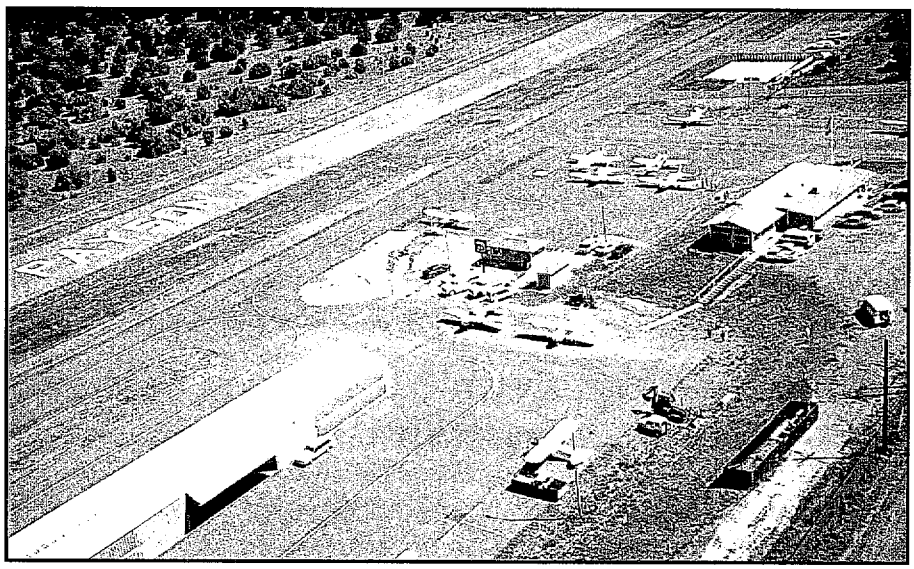
Chapter Four
DEVELOPMENT ALTERNATIVES

Chapter Four

DEVELOPMENT ALTERNATIVES



The first three chapters of the master plan have presented the existing airport conditions, forecasts of aviation demand through the year 2020, and an evaluation of future facility needs. The purpose of this chapter is to identify alternatives available to meet those needs or items which need to be taken into consideration prior to presenting a finalized master plan concept.

The possible combination of alternatives can be endless, so some intuitive judgement must be applied to identify those alternatives which have the greatest potential for implementation. The alternatives analysis is an important step in the planning process since it provides the underlying rationale for the final master plan recommendations.

Three basic conceptual alternatives can be considered. The first involves the transfer of projected aviation demand to other regional airports, or possibly to a new airport site. The second is a "no development" or "do nothing" alternative where the existing airport is left as is. The third alternative involves a development program for the airport within the physical and environmental constraints that are currently present. The alternative concepts presented in this chapter are provided for the purpose of reviewing the relative merits of each as well as the impacts of the implementation of each alternative on the existing airport facilities, environs, and community.

TRANSFER OF AVIATION SERVICES

The alternative of shifting aviation services to another existing airport was found an undesirable alternative primarily due to the lack of adequate

aviation facilities near the Town of Payson. As mentioned previously in Chapter One, there are only four public-use airports within 50 nautical miles of Payson Municipal Airport. These airports, which are a considerable ground distance from Payson are not in a good position to serve the Payson area. With this in mind, Payson Municipal Airport is in the best position to serve the long-range aviation needs of northern Gila County, southern Coconino County, and eastern Yavapai County.

In 1996, the airport had 54 based aircraft and approximately 21,000 annual operations. Transferring these aircraft and operations to another airport could not be accomplished without major improvements and substantial costs. Additionally, businesses located within the Sky Park Industrial Park and residents of the Mazatzal Mountain Air Park presently have access to the airport. These users have made a considerable investment in facilities located adjacent to the airport, making it difficult for them to relocate to another airport.

The infusion of new industries into the community demonstrates the need for a highly functional airport. General aviation airports play a major role in the way companies conduct their business. Payson Municipal Airport can be expected to accommodate business aircraft for companies locating to, or conducting business in, the Town of Payson. As mentioned, this role is not easily replaced by another existing airport without tremendous expense to the Town of Payson and disruption to users.

CONSTRUCTION OF A NEW AIRPORT

The alternative of developing an entirely new airport facility to meet the aviation needs of the Town of Payson was also considered. This was found to be a less than favorable alternative, primarily due to economic and environmental concerns. Land acquisition, site preparation, and the construction of an entirely new airport can be a very difficult and costly action. In a situation where public funds are limited, the replacement of a functional airport facility would represent an unjustifiable loss of a significant public investment. From social, political, and environmental standpoints, the commitment of a new large land area must be considered. The public sentiment toward new airports in the last few years has been very negative, primarily because a new airport normally requires the acquisition of several large parcels of privately or publicly-owned land. Furthermore, the development of a new airport similar to the existing Payson Municipal Airport would likely take more than ten years to become a reality. In addition, the potential exists for significant environmental impacts associated with disturbing a large land area when developing a new airport site. Adding a new airport when the existing airport can be improved for much less cost cannot be considered a prudent alternative.

DO-NOTHING ALTERNATIVE

In analyzing and comparing the costs and benefits of various development

alternatives, it is important to consider the consequence of no future development at Payson Municipal Airport. The "do-nothing" alternative essentially considers keeping the airport in its present condition and not providing for any type of improvement to the existing facilities. The airport's aviation forecast and the analysis of facility requirements indicates both a current and future need for the development of a longer runway, additional taxiways, improvement of navigational aids and lighting, and aircraft storage facilities. Without these facilities, regular users of the airport will be constrained from taking maximum advantage of the airport's air transportation capabilities. The primary result of this alternative would be the inability of the airport to satisfy the projected aviation demands of the airport service area.

The unavoidable consequence of the "do-nothing" alternative would involve the airport's inability to attract potential airport users. Corporate aviation plays a major role in the transportation of business leaders. Thus, an airport's facilities are often the first impression many corporate officials will have of the community. If the airport does not have the capability to meet hangar, apron, or airfield needs of potential users, the Town's capabilities to attract business that rely on air transportation will be diminished.

An overall impact of this alternative will be the inability to attract new users, especially those businesses and industries seeking location with adequate and convenient aviation facilities. Payson Municipal Airport has much to offer in terms of airfield and landside facilities. Without regular maintenance and additional improvements, potential users and business for the Town of Payson could be lost. To propose no further development at the airport would be inconsistent with current city planning. Therefore, the "do-nothing" alternative is not considered prudent or feasible.

Overall, transferring service to an existing airport in the region or to an entirely new facility are unreasonable and should not be pursued. With continual improvement, Payson Municipal Airport is fully capable of accommodating the long-term aviation demands of the Town of Payson and should be developed in response to those demands. The airport has the potential to continue to develop as a quality general aviation airport that could greatly enhance the economic development of the community. Therefore, the master planning process must attempt to deal with the facility needs which have been identified in the previous chapter, at the levels forecast throughout the long term planning horizon.

AIRPORT DEVELOPMENT ALTERNATIVES

The previous chapter identified both the airside and landside facilities necessary to satisfy forecast demands through the planning period. The overall objective is to produce a balanced airside and landside complex to serve forecast aviation demands. The development alternatives for Payson Municipal Airport can be categorized into two

functional areas: the airside (airfield) and landside (aircraft storage hangars, apron, and terminal areas.) Within each of these areas, specific facilities are required or desired. Although each functional area is treated separately, planning must integrate the individual requirements so that they complement one another.

AIRFIELD ALTERNATIVES

Airfield facilities are, by nature, the focal point of the airport complex. Because of their primary role and the fact that they physically dominate airport land use, airfield facility needs are often the most critical factor in the determination of viable airport development alternatives. In particular, the runway system requires the greatest commitment of land area and often imparts the greatest influence on the identification and development of other airport facilities. Furthermore, due to the nature of aircraft operations, there are a number of FAA design criteria that must be considered when looking at airfield improvements. These criteria can often have a significant impact on the viability of various alternatives designed to meet airfield needs.

Airfield Safety Considerations

The FAA has established several imaginary surfaces to protect aircraft operational areas and keep them free from obstructions that could affect the safe operation of aircraft. These include the object free area (OFA), obstacle free zone (OFZ), and runway protection zone (RPZ).

The OFA is defined as "a two dimensional ground area surrounding runways, taxiways, and taxilanes which is clear of objects except for objects whose location is fixed by function." The object free area is 500 feet wide centered on the runway centerline and extends 300 feet beyond each runway end.

The OFZ is a defined volume of airspace centered 150 feet above the runway centerline, extending 200 feet either side of the runway, and 200 feet beyond each runway end. The OFZ is required to be clear of objects, except for objects whose location is fixed by function in order to provide clearance protection for aircraft landing or taking off from the runway, and for missed approaches.

The RPZ is defined as an area off the runway end to enhance the protection of people and property on the ground. The RPZ is trapezoidal in shape and centered about the extended runway centerline. The RPZ begins 200 feet from the runway end and is dimensioned as follows: 500 feet wide 200 feet from the runway end, 700 feet wide 1,200 feet from the runway end, 1,000 feet in length. It is desirable for the RPZ to be clear of objects.

Exhibit 4A depicts these critical safety areas at Payson Municipal Airport. As shown on the exhibit, the entire length of the OFA extends 30 feet beyond the existing airport property line to the north of the runway. In addition, approximately 325 feet of the OFA extend 22 feet beyond the existing

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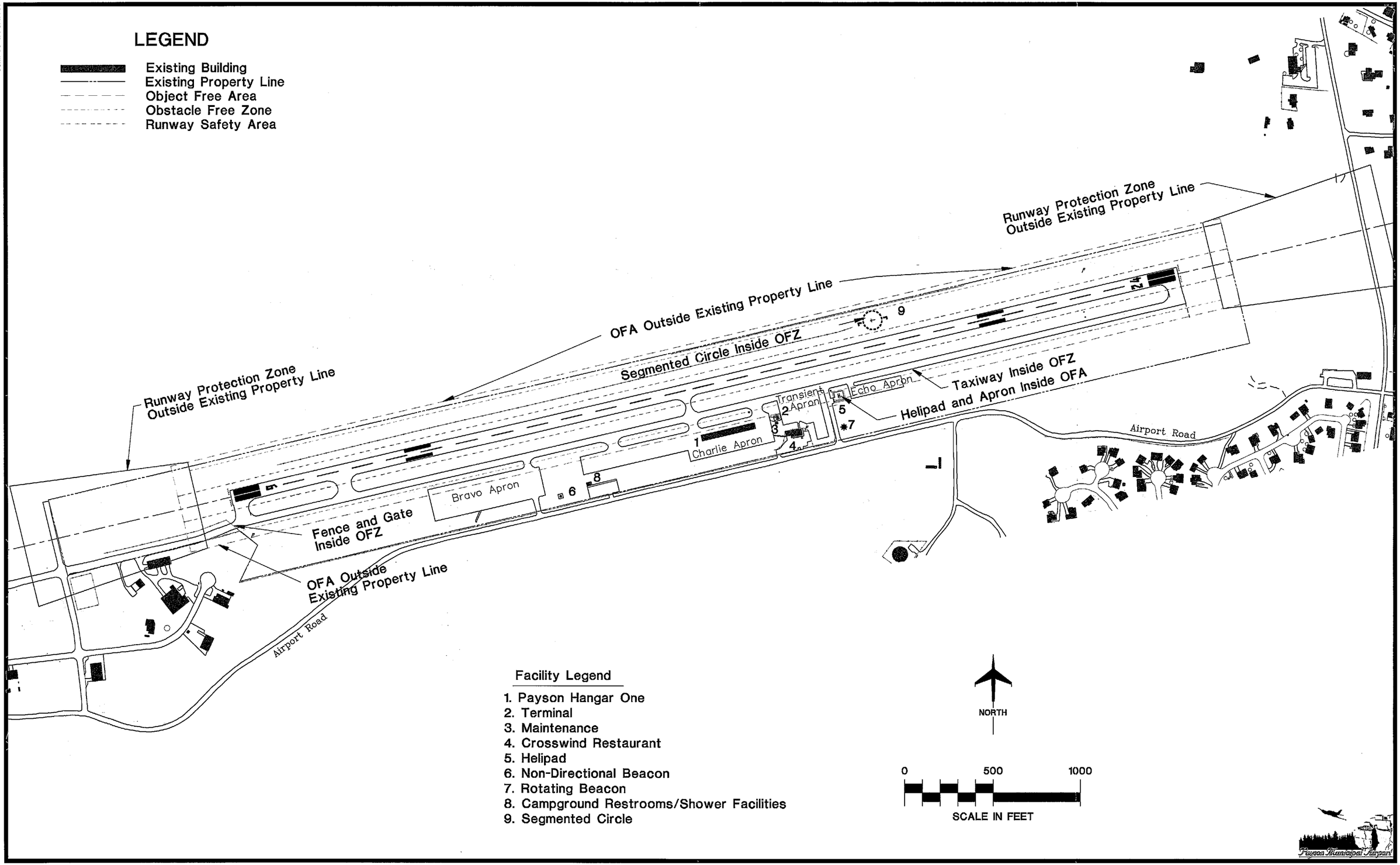
LEGEND

- Existing Building
- Existing Property Line
- Object Free Area
- Obstacle Free Zone
- Runway Safety Area



Facility Legend

1. Payson Hangar One
2. Terminal
3. Maintenance
4. Crosswind Restaurant
5. Helipad
6. Non-Directional Beacon
7. Rotating Beacon
8. Campground Restrooms/Shower Facilities
9. Segmented Circle

Payson Municipal Airport

Exhibit 4A
AIRFIELD CONSIDERATIONS

property line south of the runway into the Sky Park Industrial Park. With the OFA extending outside airport property the Town does not have positive control over of these areas and a situation could arise where incompatible objects are constructed in the OFA, compromising aircraft safety at the airport. Land use planning should include the acquisition of land or avigation easements to gain positive control over the OFA.

A number of objects currently penetrate the OFA and OFZ surfaces. This includes fencing along Bravo Taxiway and the gate leading to Sky Park Industrial; fencing along the northern side of the airport; a number of trees and shrubs; the segmented circle and wind tetrahedron; the Echo apron; and helipad. To fully conform with OFA and OFZ standards, each of these obstructions should be relocated outside the boundaries of the OFA and/or removed. The landside alternatives examine options available for the relocation of the helipad, segmented circle and wind tetrahedron, and for replacing tiedown spaces along Echo apron which are within the OFA. It may be possible to locate the gate leading to Sky Park Industrial Park west of its present position to prevent it from obstructing the OFZ. All trees and shrubs should be removed from within the boundaries of the OFA and OFZ.

Presently, the parallel taxiway centerline and Runway 6-24 centerline are separated by 150 feet. At this distance from the runway centerline, the parallel taxiway is within the OFZ and does not meet FAA design standards which specify a separation distance of 240 feet. At a minimum, the FAA recommends that the parallel taxiway be located outside the OFZ in order to qualify for Global Positioning System (GPS) approaches. Landside alternative C examines a relocation of the parallel taxiway 90 feet south of its present position to conform with the parallel taxiway to runway separation distance as specified in FAA design standards and to remove the parallel taxiway from the OFZ.

Exhibit 4A depicts the RPZ's for each runway end at the airport. As shown on the exhibit, the existing RPZ's for each end of Runway 6-24 extend beyond the existing airport property line. Positive control of these areas, through an avigation easement or the acquisition of property is recommended by the FAA. The acquisition of approximately 5.3 acres of land would be required to protect the Runway 6 RPZ while approximately 12.8 acres of land would be required to protect the Runway 24 RPZ.

Runway Length

As indicated in the facility requirements analysis, the existing runway length of 5,500 feet meets the requirements of most of the aircraft that currently utilize the airport. While certain turboprop aircraft (such as the Super King Air) and smaller business jets (such as the Cessna Citation) can and do use the airport occasionally, a runway length of 6,600 feet is recommended by the FAA to better serve these users in all loading configurations, during the warm summer months, and at the airfield elevation of 5,157 feet.

Through a review of runway extension alternatives, it was determined that extending the runway to the east (Runway 24 end) would not be feasible, primarily due to the significant grade change that exists at the Runway 24 end. Given that a limited runway extension can be accommodated on existing airport property to the west and the costs associated with creating level terrain for the extension off the Runway 24 end, this alternative was quickly eliminated.

Providing for an ultimate runway length of 6,600 feet by extending Runway 6-24 1,100 feet to the west would be difficult. Creating an ultimate runway length of 6,600 feet not only requires an additional 1,100 feet of pavement but also 300 feet of level, graded land off the runway end for the runway safety area and object free area. Providing for the additional pavement and safety area off the Runway 6 end requires crossing North Earhart Parkway. North Earhart Parkway provides primary access to and from Mazatzal Mountain Air Park for aircraft utilizing Payson Municipal Airport. Relocating North Earhart Parkway to accommodate an extension would be difficult as the first phase of development is currently proceeding in Mazatzal Mountain Air Park. Additionally, relocating North Earhart Parkway would displace developable parcels within Sky Park Industrial Park. Other factors to consider with an 1,100-foot extension of Runway 6-24 to the west is the significant amount of fill required as the terrain drops off to the west and the necessary property acquisitions to accommodate the extension and runway protection zone.

Exhibit 4B depicts an alternative of extending Runway 6-24 600 feet to the west. Extending Runway 6-24 600 feet to the west has a few advantages. First, the entire extension can be accommodated on existing airport property. Second, this alternative accommodates the full 300-foot safety area. Third, a 600-foot extension to the west does not displace North Earhart Parkway.

Several factors must be considered for this alternative. First, extending Runway 6-24 600 feet to the west requires approximately 52,000 cubic yards of fill. Second, the acquisition of approximately 11.6 acres of land is required to protect the RPZ. Third, the parallel taxiway cannot be extended without closing Bravo Taxiway. Extending the parallel taxiway to the extended Runway 6 end would place the parallel taxiway pavement approximately 12 feet above the existing grade. At this difference in grade, it would not be possible to maintain airfield access using Bravo Taxiway. Bravo Taxiway provides primary access to the airfield for aircraft located in Sky Park Industrial Park and Mazatzal Mountain Air Park. Therefore, it is important that this taxiway access is maintained.

Exhibit 4B depicts two alternatives for providing access to an extended Runway 6 end. Alternative A involves the development of a turn-around at the extended Runway 6 end. To access the extended Runway 6 end, aircraft would back-taxi along the runway and utilize the turn-around to prepare for departure. Alternative B depicts the development of a partial parallel

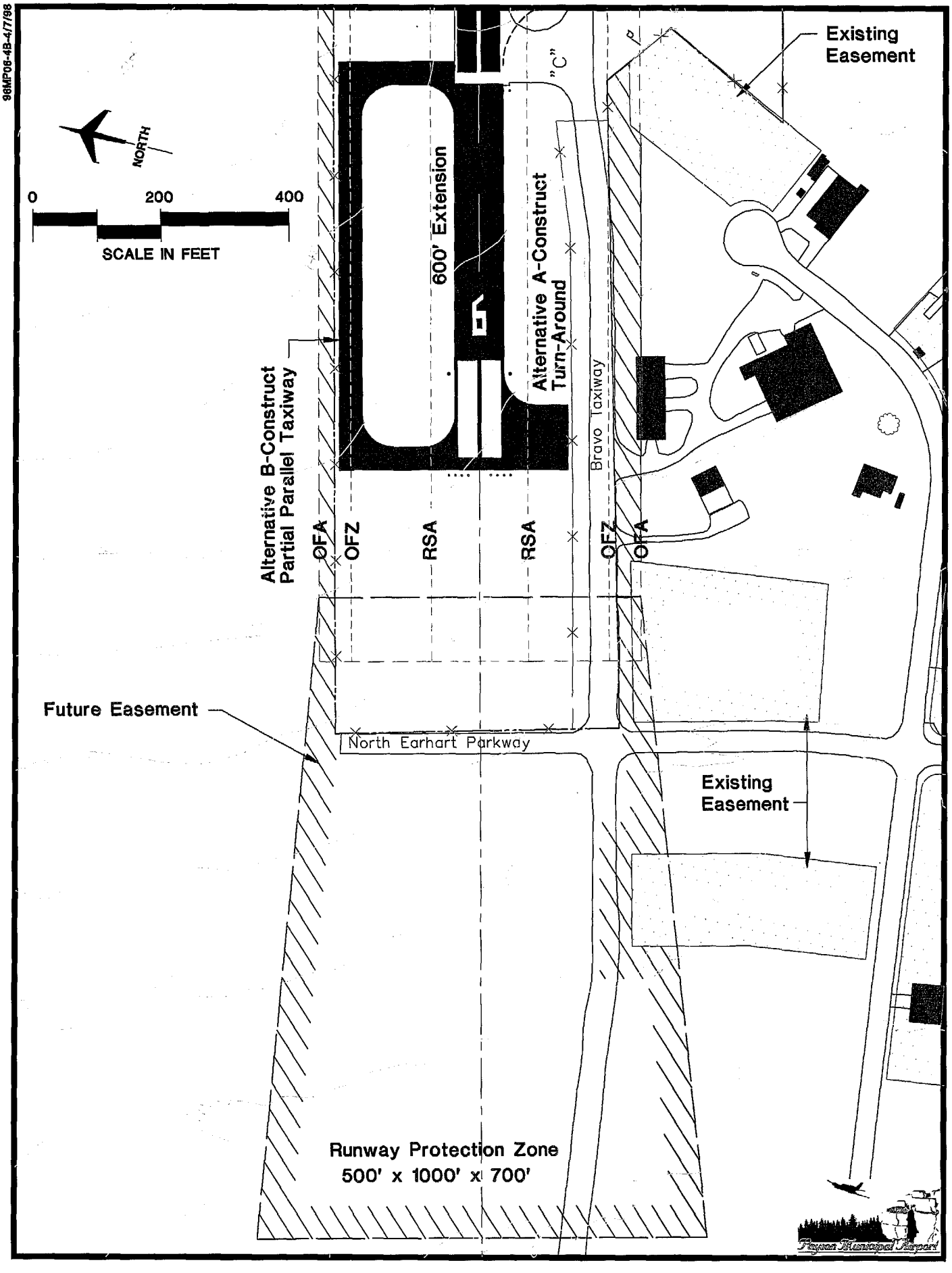


Exhibit 4B
RUNWAY EXTENSION

taxiway along the north side of the runway. An advantage of Alternative B is that aircraft would not be required to back-taxi along the runway to gain access to the extended Runway 6, increasing safety margins. However, Alternative B would have greater development costs than Alternative A as a larger amount of fill and pavement would be required.

Exhibit 4C provides a comparison of existing aircraft noise exposure to projected long term noise exposure without a runway extension and projected long term noise exposure with a 600-foot runway extension. The projected long term noise exposure considering a 600-foot extension of Runway 6-24 assumes a heavier fleet mix than the projected long term noise exposure without a runway extension, as the 600-foot extension will accommodate a larger majority of aircraft. While the exhibit reflects an increase in noise exposure as operational levels grow, no existing residential developments (with the exception of Mazatzal Mountain Air Park and the proposed Payson Skyranch) are impacted.

Conclusions

While an additional 1,100 feet of runway length would better serve the full-range of aircraft expected to serve the airport, it is improbable that an additional 1,100 feet can be accommodated at the airport site. The significant grade change to the east prevents any extension to the Runway 24 end. An 1,100-foot extension to the west displaces North Earhart Parkway which provides primary access to the Mazatzal Mountain Air Park. There is sufficient property, however, to extend Runway 6-24 600 feet to the west, provide the required 300-foot safety area, and not displace North Earhart Parkway. Due to the existing grade change, it is not possible to extend the existing parallel taxiway without eliminating Bravo Taxiway access for aircraft located in Sky Park Industrial Park and Mazatzal Mountain Air Park. Developing a partial parallel taxiway along the north side of the runway is the best means to provide safe, efficient access to the extended Runway 6 end. A slight shift in noise exposure to the west is evident with a 600-foot extension to the west. An environmental assessment may be required prior to extending the runway to the west.

LANDSIDE ALTERNATIVES

The primary landside facilities to be accommodated at the airport include airport-related businesses, public terminal facilities, aircraft storage hangars, and aircraft parking aprons. The interrelationship of these functions is important to defining a long range landside layout for the airport. To a certain extent landside uses need to be grouped with similar uses or uses that are compatible. Other functions should be separated, or at least have well defined boundaries for reasons of safety, security, and efficient operation. Finally, each landside use must be planned in conjunction with the airfield, as well as ground access that is suitable to the function. Runway frontage should be reserved for those uses with a high level of airfield interface, or need for exposure. Other uses with lower levels of aircraft movements, or little

need for runway exposure can be planned in more isolated locations. The following briefly describes landside facility requirements.

Fixed Based Operator (FBO): This essentially relates to providing areas for the development of facilities associated with aviation businesses that require airfield access. This includes businesses involved with (but not limited to) aircraft rental and flight training, aircraft charters, aircraft maintenance, line service, and aircraft fueling. Businesses such as these are characterized by high levels of activity with a need for apron space for the storage and circulation of aircraft. In addition, the facilities commonly associated with businesses such as these include large, conventional type hangars which hold several aircraft plus attached office and business space. Utility services are needed for these type of facilities as well as automobile parking areas.

Presently, there is not an on-airport facility to accommodate such activities; therefore, an immediate needs exists for the development of a large conventional hangar. The facility requirements analysis projected a long term need for approximately 19,000 square feet of large conventional hangar space.

Terminal Building: General aviation terminal facilities have several functions including: providing space for passenger waiting, a pilot's lounge, flight planning, concessions, airport management, storage, and various other needs. Utility services are needed for this type of facilities as well as automobile parking areas.

Currently, fueling and line services are provided from a recently-constructed 470 square-foot building located along the western side of the transient aircraft apron. The facility requirements analysis indicated a current need for approximately 2,200 square feet of terminal space and a long term need for approximately 6,300 square feet of terminal space.

Parking and Access: Public vehicle parking is only available at the airport restaurant. Access to the apron areas is available for based aircraft owners through an electronically-controlled gate located near the helipad. A need exists to develop alternative access and parking locations which eliminates the need for vehicles to cross aircraft parking aprons to access aircraft tiedown and hangar facilities. As mentioned previously, many based aircraft owners maintain a part-time residence in Payson. Presently, a need exists for a secure parking area for these based aircraft owners to leave their car while they are away. A "temporary" long term parking area is being developed at the west end of the airport. The alternatives will examine options for additional vehicle parking areas.

Airport Road is currently in need of reconstruction. The Town of Payson has examined the purchase of approximately 38 acres of State land along the south side of the airport. Should the Town purchase this land, it may be possible to reconstruct Airport Road south of its present position and provide for additional development area along existing apron areas.

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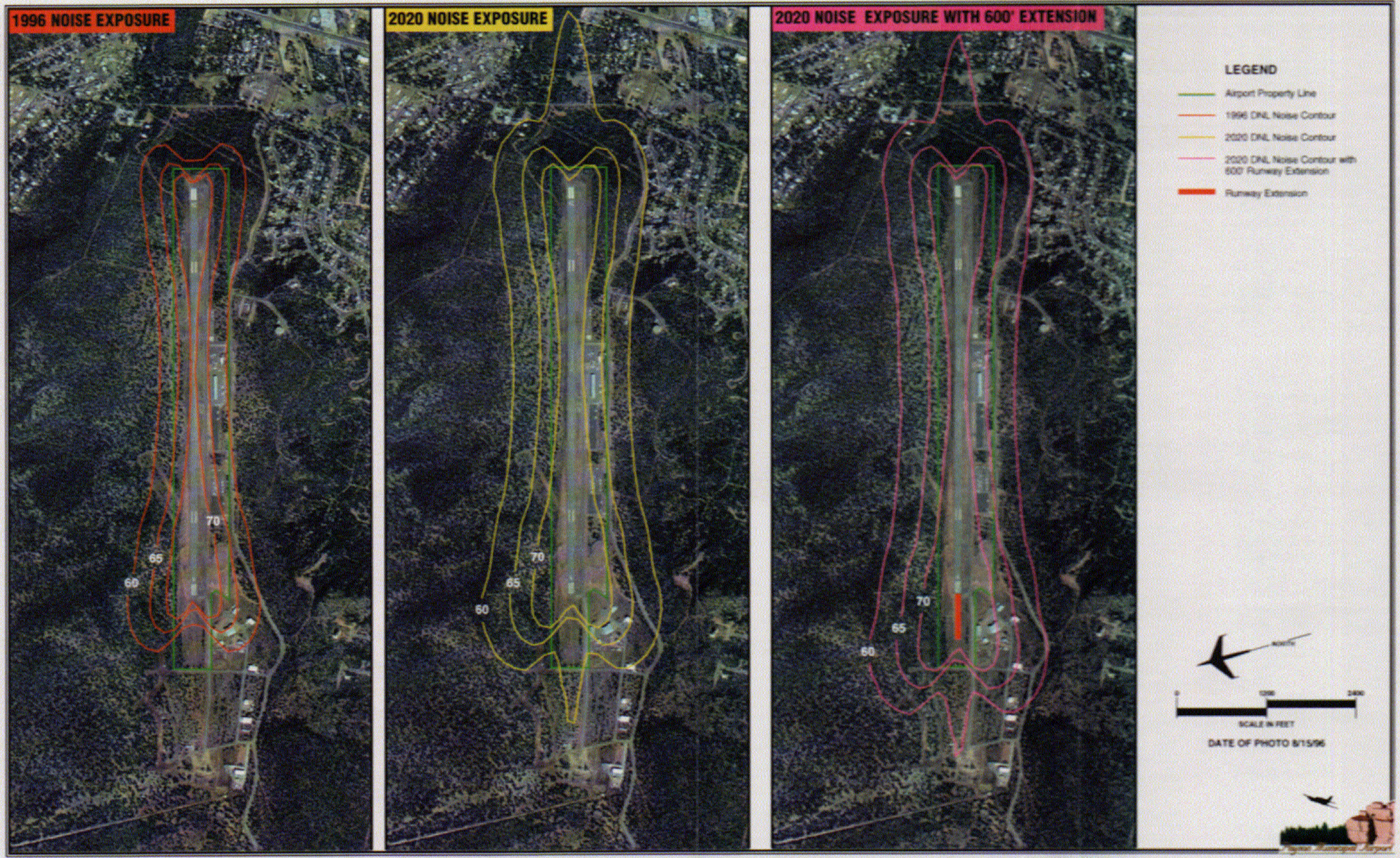

Exhibit 4C
NOISE CONTOUR COMPARISONS

Enclosed T-Hangars and T-Shade Hangars: The facility requirements analysis indicated that an additional 39 T-shade and/or T-hangar units would be needed to accommodate projected long term demand. Presently, 14 aircraft owners desire enclosed aircraft storage and are on an airport hangar waiting list.

Apron: While the number of aircraft tiedowns seems sufficient for long term needs, a slight increase in gross apron area is needed to accommodate projected larger aircraft use of the airport. The alternatives analysis should also consider the replacing aircraft tiedown positions along Echo apron which are within the boundaries of the runway object free area.

Fuel Storage: The Town of Payson has indicated that it is a priority to remove the current underground fuel storage tanks and replace them with above ground storage tanks. An option for future fuel storage is to locate the fuel storage tanks on or near the apron. This allows for fueling directly from the fuel storage tanks which can be located conveniently near the terminal building. This also allows for the establishment of a self-service fueling island. Under this option, pilots could refuel their own aircraft using a credit card. Another option is to locate the storage tanks in an area off the apron. Under this option, mobile fuel trucks would be required for refueling. While both options are feasible at the airport, the location of the tanks along the apron would be less costly to operate and could offer the additional possibility of after hours refueling. Both options will be considered in the landside alternatives analysis.

Recreational Area: The Town of Payson, with grant assistance from the Arizona Department of Transportation, Aeronautics Division, completed the construction of a recreational area on the airport in early 1997. The recreational area has 12 campsites as well as restroom and shower facilities. The alternatives analysis will examine options for the expansion of recreational facilities at the airport.

Helipad: As mentioned previously, the helipad is currently located within the boundaries of the OFA. An alternative location should be considered for the helipad in order to clear the OFA and offer the option to construct a larger helipad, to accommodate two helicopters as the existing helipad can only accommodate a single helicopter.

Automated Weather Observing System (AWOS): The airport has been approved for the installation of an AWOS. An AWOS includes various sensors for recording cloud height, visibility, wind, temperature, dewpoint, and precipitation. ***FAA Order 6560.20A, Siting Criteria For Automated Weather Observing Systems (AWOS)*** was reviewed for general siting requirements. While each AWOS sensor has specific siting requirements, all AWOS sensors should be located together near existing power and communications and outside the runway and taxiways object free areas. Generally, AWOS sensors are best placed between 1,000 and 3,000 feet from the primary runway threshold and

between 500 and 1,000 feet from the runway centerline. While a site near the Bravo Apron is currently under consideration, the alternatives analysis will examine alternative locations.

Other Landside Considerations: The existing segmented circle and wind tetrahedron are within the runway OFA. These systems are currently in need of replacement; therefore, it is timely to consider an alterative locations for these facilities to remove them from the OFA. The airport advisory board has expressed interest in the development of aircraft wash rack/maintenance facilities for use by based aircraft owners. These facilities offer locations for the safe disposal of aircraft engine oil and for the collection of aircraft washing fluids and solvents.

Exhibit 4D depicts Landside Alternative A. This alternative considers development within the boundaries of the existing airport property line. A public terminal building and auto parking area are located along the west side of Charlie apron, near the recreational area. An area for the development of 10 aircraft storage hangars has been identified for the south side of the Charlie apron. The terminal auto parking area would serve these hangars and the existing Payson Hangar One facility. An FBO hangar has been identified for the south portion of the transient apron, near the airport restaurant. Fuel storage is located on the apron. A long term auto parking area is located north of the helipad along the main airport entrance. Echo apron is shown for expansion to accommodate larger aircraft and to relocate the current aircraft tiedown positions which are within the runway OFA. An expanded helipad, AWOS, segmented circle, and wind tetrahedron are located east of the expanded Echo apron. Two aircraft wash racks/ maintenance bays, three 6-unit T-hangars, auto parking, and two large conventional hangars are located west of the Bravo apron. Two 10-unit T-shade hangars are located along the Bravo apron. The east end of the airport is reserved for long term recreational development.

Advantages: The proposed layout maximizes developable airport property. The location of the fuel storage tanks offers the possibility for stationary and self-service fueling without the need for mobile refueling trucks. This alterative accommodates projected long term needs on existing airport property. The helipad and Echo apron are removed from the runway OFA. Parking areas are conveniently located near aircraft tiedown and hangar areas.

Disadvantages: Limited aircraft tiedowns are available near the terminal location. Development at the west end will require significant amounts of fill, increasing development costs. The Echo apron expansion, and helipad are located in an areas of rising terrain. Significant earthwork may be required to develop these areas, increasing development costs. Long term growth above that forecast could not be accommodated as all available land area would be allocated. The AWOS site is located approximately 400 feet from the runway centerline. Ideally, the AWOS should be located between 500 and 1,000 feet from the runway centerline.

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LEGEND

- Existing Building
- Existing Property Line
- Object Free Area
- Obstacle Free Zone
- Runway Safety Area

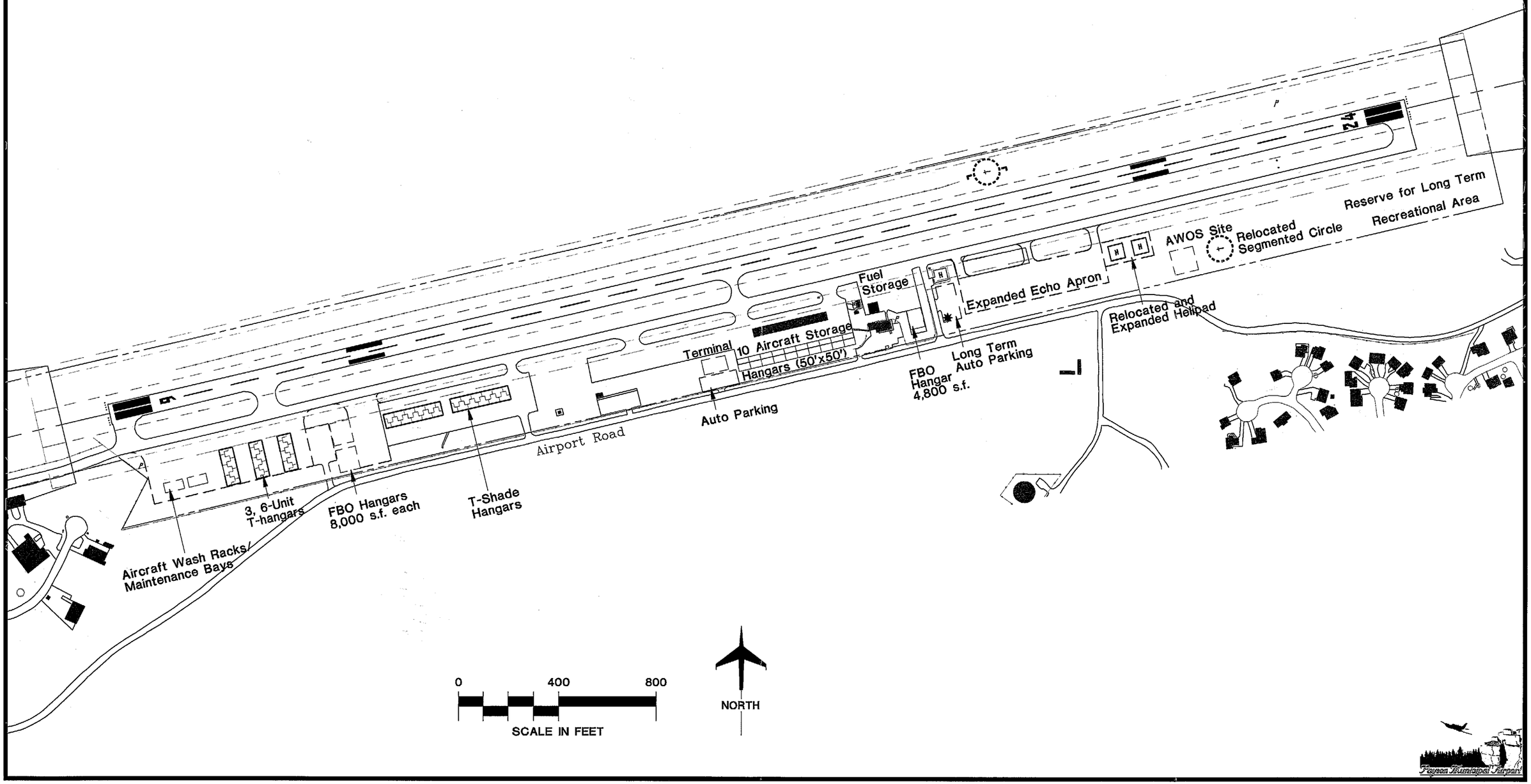

Exhibit 4D
Landside Alternative A

Exhibit 4E presents Landside Alterative B. This alternative examines development options should the Town of Payson acquire the 38.6 acres of State land south of the airport. As shown Airport Road could be relocated south of its present position to provide areas for airport development. This alternative locates a public terminal building and two large conventional hangars adjacent to an expanded Charlie apron. The existing Payson One hangar is relocated to the west end of the airport to open circulation areas to the terminal area and provide additional aircraft tiedown positions near the terminal and FBO hangars. Fuel storage is located along the expanded apron. The helipad is located south of its present position, outside the runway OFA. The segmented circle, wind tetrahedron, and five, 6-unit T-hangars and/or T-shade hangars are located east of the helipad. The AWOS is located between an area shown for hangar development and Bravo apron. Two aircraft wash racks/ maintenance bays are located along the transient apron.

Advantages: The recreational area could be expanded to the south. The terminal building and FBO hangars are centrally located along the runway. Property south of the relocated Airport Road would be available for lease which could provide economic development opportunities for the Town of Payson and additional revenues for the airport.

Disadvantages: The AWOS is located approximately 4,900 feet from the Runway 24 threshold and 400 feet from the runway centerline. Ideally, the AWOS should be located between 1,000 and 3,000 feet from the Runway 24 threshold and between 500 and 1,000 feet from the runway centerline. Development at the west end will require significant amounts of fill, increasing development costs. The terminal area and T-hangars are located in an areas of rising terrain. Significant earthwork may be required to develop these areas, increasing development costs.

Exhibit 4F presents Landside Alternative C. Similar to Alternative B, this alternative considers the development options should the Town of Payson acquire land south of the airport and a relocation of Airport Road south of its present position. Additionally, this alterative considers the relocation of the parallel taxiway 90 feet south of its present position to meet FAA runway/taxiway separation standards. Relocating the parallel taxiway requires the relocation of the existing Payson Hangar One facility, airport maintenance building, and general aviation services building as these facilities would be within the taxiway OFA. As shown, the Payson Hangar One facility is relocated along Charlie apron in a north-south orientation. Three additional T-hangars and/or T-shade are located west of the relocated Payson Hangar One facility. Two aircraft wash racks/maintenance bays and the segmented circle and wind tetrahedron are located south of the existing helipad location. The AWOS is located south of the existing Airport Road alignment which is retained to provide access to the airport restaurant and T-hangar area. A terminal building and two large conventional hangars are located along an expanded Bravo apron. The helipad and fuel storage tanks are

located at the west end of the airport. The east end of the airport is reserved for long term recreational development.

Advantages: Property south of the relocated Airport Road would be available for lease which could provide economic development opportunities for the Town of Payson and additional revenues for the airport. The helipad is conveniently located near the terminal area. The AWOS location meets general siting requirements as set forth by the FAA. All T-hangar development is concentrated in a single area. This alternative provides for increased runway centerline to taxiway centerline separation distance to conform with FAA design standards.

Disadvantages: Development at the west end will require significant amounts of fill, increasing development costs. Nearly all aircraft tiedowns along the transient apron would need to be relocated as they would be within the taxiway OFA. The location of the fuel storage tanks eliminates the option for self-fueling and the need to operate mobile fuel trucks for fuel delivery.

SUMMARY

A preliminary master plan concept will be developed after the alternatives are reviewed by the Planning Advisory Committee and the Town of Payson. Once the preliminary master plan concept has been identified, cost estimates will be prepared for the individual projects, a development schedule will be prepared, and potential funding sources for recommended projects will be identified (including those projects that are eligible for federal or state funding assistance). The remaining chapters of the master plan will be used to refine a final concept through the development of detailed layouts and a phased construction program.

96MP06-4E-6/17/97

LEGEND

- Existing Building
- Existing Property Line
- Object Free Area
- Obstacle Free Zone
- Runway Safety Area
- Future Property Line

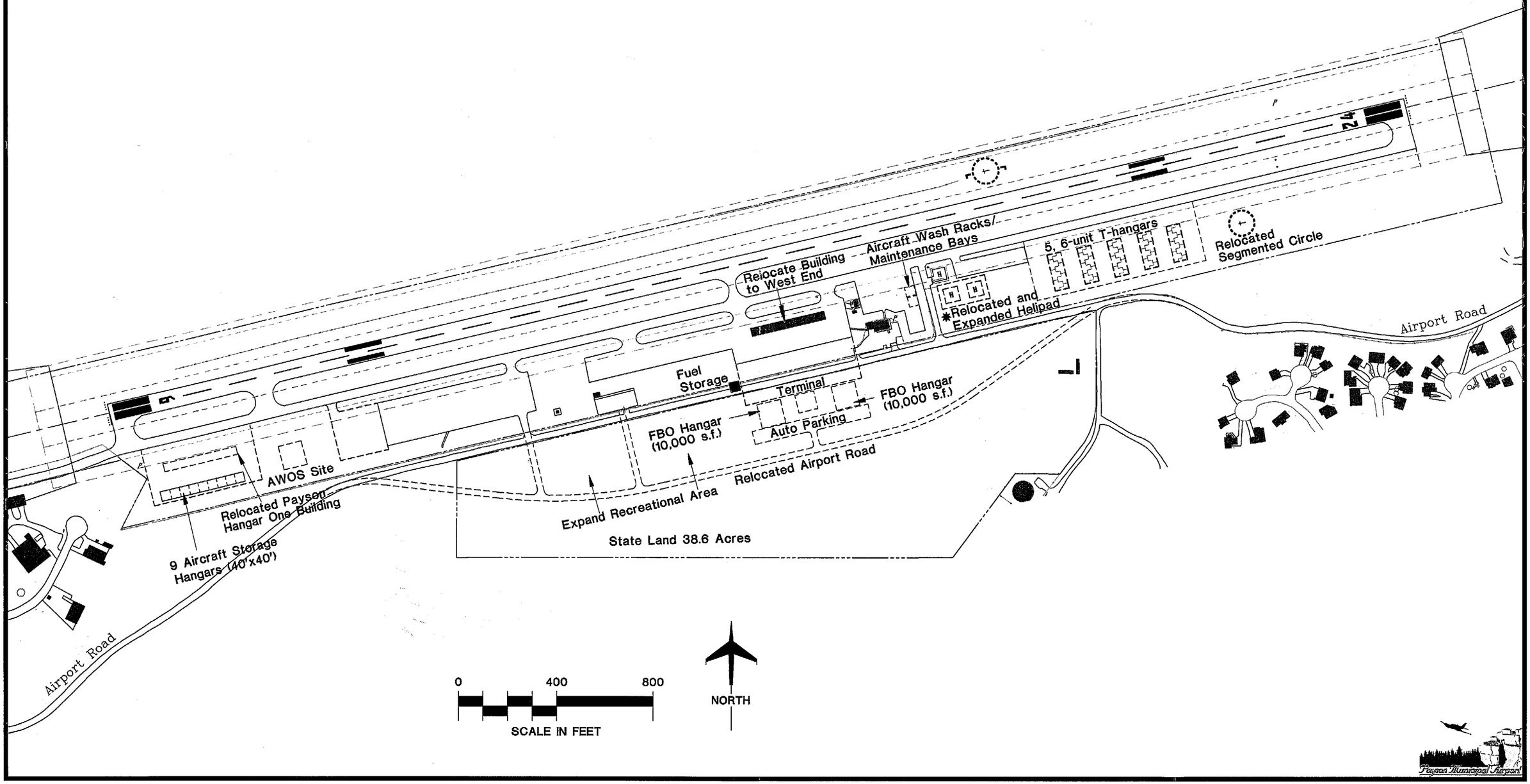

Exhibit 4E
Landside Alternative B

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LEGEND

- Existing Building
- Existing Property Line
- Object Free Area
- Obstacle Free Zone
- Runway Safety Area
- Future Property Line
- Taxiway OFA

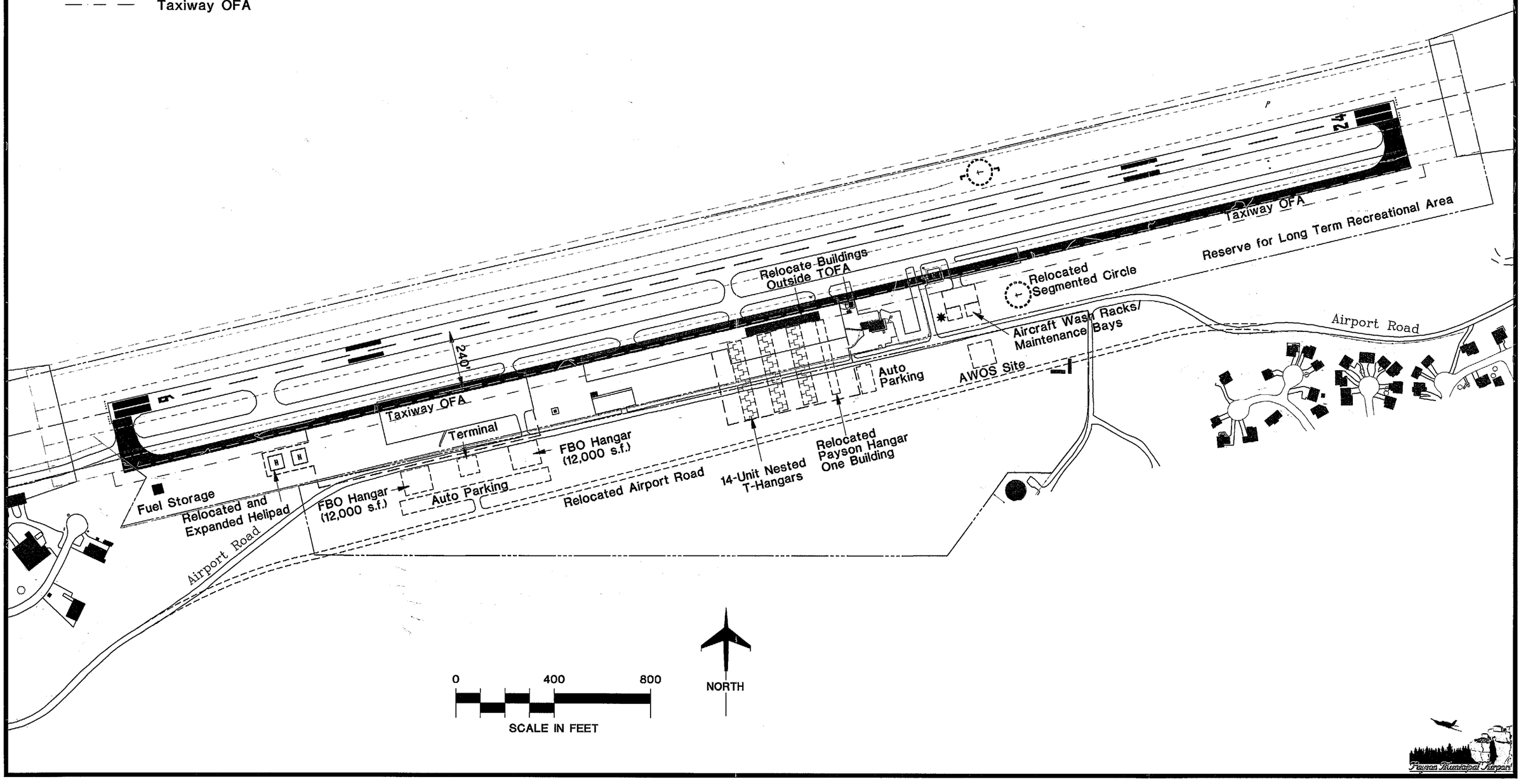

Exhibit 4F
Landside Alternative C